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PB



George. W^m. Smith. of Dartmouth
Sailed from Newbedford in the
Bk. Lancer. June 20th 1882

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Bk. Lancer. June 20th 1882

Bk. Lancer. Cruising on Chile
Remarks on board Bk. Lancer. Captain. Lewis

Remarks on board Bk. Lancer

Wednesday March 11th 1886

this day begins with strong wind from the S. the Bk. by the wind on the Port tack under Lower topsails and courses heading W. S. W. at 4 pm. hurried our chief Mate James S. Harper, at 7 1/2 past five took in the Mainsail Middle and latter part light-breeze from the South at 9^{am} the Bk. Jacoba passed us to leeward

no observations

Thursday March 12th 1886

the first part of these 24 hours begins with light-breeze from the S. & S. W. the Bk. is by the wind on the S. tack saw one Gunback. at sunset took in all but lower topsails. and Gib. heading S. E. by E. latter Part by the wind under all sail saw the Ethic Knowles pass by us to leeward

Lat. 35.32^S

Lon 74.37 W

Friday March 13th 1886

the first part of these 24 hours begins with a fine breeze from the S. S. W. the Bk. is by the wind on the S. tack heading S. E. at 2 pm a whaler supposed to be the James Arnold came in sight on our lee bow and 2 more sails were in sight at sunset took in the light sails and courses, Middle and latter part light breeze from the Westward steering S at sunset Mainsail, gallsail and courses. Lat 36.18
Lon 74.33.

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Capt. Albert Lewis

Saturday March 14th 1886.

the first part of these 24 hours begins with light and variable winds under Main top gallant sail and courses steering S. at sunset took in the light - Sails and courses Middle and latter part variable Winds bark by the wind on the Stack. under Main top gallant sail one Sail in sight - Lat - 36.42 Longitude 74.70

Sunday March 15th 1886

the first part of these 24 hours begins with variable winds and calms bark by the wind on the Stack heading S.S.W. at three o'clock jammed the Alice Knowles at sunset took in all but Top sails. Middle and latter part light - Westerly winds. Steering S. under Main top gallant sail and courses the Alice Knowles and 3 Merchantmen in sight. Lat 37.27 Lon. 74.34

Monday March 16th 1886

the 1st part of these 24 hours begins with a light breeze from the W. Steering S. at 1 pm took in Main top gallant sail and Fly Jib at two took in the Main ~~top gallant~~ ^{one sail enough} at five took in upper topsails and Jib at sunset ~~at~~ ship heading N.W. middle and latter part - at noon ship heading E. under lower topsails and Foresail at 11 am made sail upper topsails and Main sail saw one Sail and two firebacks crew employed in ship's duty generally. Lat 37.19 at sunset shortened sail and wore ship Lon 74.24

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Remarks on board B^k. Lancer.

Tuesday March 17th 1886

the 1st part of these 24 hours begins with light and variable winds the B^k by the wind on the S. tack heading E. under Main top gallant sail at sunset took in top gallant sail and Foresail and wore ship heading S.S.W. muddell and latter part at 4^{am} wore ship heading S.E. at day light set Main top gallant sail and courses saw several Finbacks

Leatt. 37.23⁵

Lon 74.09 West

Wednesday March 18th 1886

this day begins with light and variable winds from the S. and W. steering S.E. at 2 pm luffed to the wind heading S.S.W. at 4 pm took in Main top gallant sail & Fly jib. at 5 pm the Main sail and Fore topsail after supper took in the Main topsail and Foresail and wore ship heading W. by S. muddell and latter part at daylight wore ship under top sails jib and Foresail at 8 am raised the B^k James Allen on our weather quarter ~~at~~ saw several Finbacks employed in scraping down mast and iron work and more sail in sight

Leatt 37.23 S.

Lon 74.74 W.

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Remarks on board B^k. Lancer.

Thursday March 19th 1886

the 1st part of these 24 hours begins with a strong breeze from the S.S.W. at 7 pm wore ship and at 3 pm. gammed the B^k. James Allen. middle and latter part at day light set Main top gallant sail and at 9 am wore ship. heading S.W. by W. at the B^k. James Allen. at 11:30 am took in Fly jib and Main top gallant sail no observations

Friday March 20th 1886

the first part of these 24 hours begins with a strong breeze from the N.W. with some rain bk by the wind on the S. tack heading S.W. by W. at 3 pm took in the Upper topsails and Flowsail at 4 pm took in the jib at five pm wore ship the James Allen passed by us to leeward after supper rose new Soft topsail Halcyards and Fly jib Sheets. middle & latter part. calm and light breezes by the wind on the Port tack heading to the Westward rise new ^{upper} Topsail braces fore and aft saw a school of Blackfish and one or two Finbacks.

Lat 36.25 S.
Long 74-58 W.

Remarks on board B^k Lances.

Saturday March 21st 1886

the 1st part of these 24 hours begins with calms and light-variab^l winds from the S. W. bk by the wind on the Port tack heading about W. rove off New Topail downhauls. Fore and main and new Topgallant Hal yards fore main and took downhauls for Main topail Buntlines the bk. James Allen is right-middle and latter part bk by the wind on various tacks at 2 pm wore ship heading to the Eastward under Main topgallant sail and courses. Lat. 36.30 S.

Sunday March 22nd Lon 74 53.

the first part of these 24 hours begins with light and variable winds bk by the wind on both tacks heading to the Eastward the bk is carrying Main topgallant sail and courses the James Allen is right saw several Gunboats middle & latter part bk by the wind on the S. tack heading E by N. at 9 am, steered E by S. employed in washing ship and reeving of new running Rigging, rove off Main topgallant Blewlines and Buntlines and sheet-ropes

Lat. 36.34 S.
Lon. 73.34 W.

Remarks on board B^t Lancer.

Monday March 23rd 1886.

the first part of these 24 hours begins with a fine breeze from the S by E steering E by S under all sail at 4 pm. raised Land 3 points on our weather bow supposed to be the Island of St. Marys the bk James Allen in sight saw several Finbacks and Humpbacks rove off new Fore top gallant - Clewlines, buntlines and Sheet whips and pennants at 6 pm took in Top gallant Sails and Mizzen topmast staysail steering E. middle and latter part at daylight started to go in to Talcahuano at about 10^{am} passed the light

Tuesday, March 24th 1886

this day begins with light S. winds beating up the bay to Talcahuano. at about six pm dropped our Anchor in 5 Fathoms of Water

thus ends Sea Account.

this day containing 72 hours

Remarks on board Bk Lancer.

Wednesday March 24th 1886 Civil Account.

this day are laying at Anchor at Talcahuano it blowing a Norther at 8^{am} commenced to paint yards but soon came on bad weather and had to stop painted topgallant yards and sky rail poles Shanker Gib and Fly Gib booms, after dinner broke out the Salt Water in the hold and washed part of the Ship out side.

Thursday March 25th 1886

at Anchor in Talcahuano with a fine breeze from the S.S.W. employed in painting spar and washing Ship. finished painting yards and spar.

Friday March 26th 1886

this day begins with Foggy Weather and light breeze from the S.E. changing to S. employed in painting Ship out side and other duties Laying at Anchor at Talcahuano

Saturday Mar. 27th 1886

this day begins with a light breeze from the S.W. Laying at Anchor at Talcahuano employed in painting ship and working down the Main Hatch

Sunday March 28th 1886

this day begins with a fine breeze from the S.S.W. hauling to the N. Laying at Anchor at Talcahuano watch ashore on Liberty

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Remarks onboard B^k. Lancer.

Monday March 29th 1886

Laying at Anchor at Talcahuano with light
Southerly Wind employed in breaking out the Aft. Hold
and bending Sails

Tuesday March 30th

This day begins with light Northerly winds Laying at
Anchor at Talcahuano employed in taking aboard
Oil from B^k. J. M. Allen took aboard 17 casks
4380 gallons. Wednesday March 31st

Laying at Anchor at Talcahuano employed in stowing
down Oil in the After hold. blowing strong breeze from
the N.

Thursday April 1st 1886

begins with a light Northerly wind Laying at Anchor
in Talcahuano employed in breaking out and stowing
down Oil in between decks in the After Hold, received
on board 7 casks containing 2222 gallons of Sperm Oil.
discharged our crew of Seamen.

Friday April 2nd 1886

this day begins with a fine breeze from the N. Laying at
Anchor at Talcahuano employed in breaking out
and stowing off the aft. hold between decks at 5 pm
commenced to rain.

Remarks on board Bk. Lancer
Saturday April 3rd 1886.

Laying at Anchor at Talcahuano with light winds from the S.W. employed in stowing down the last of the James Allen's Oil and broke out the Fore Hold sent off two boats from over head and the bow boat.

Sunday April 4th 1886

Laying at Anchor at Talcahuano with light Southerly winds. one watch ashore on Liberty.

Monday April 5th 1886

this day begins with light South winds are Laying at Anchor at Talcahuano are employed in breaking out in the Fore Hold and in shaking our Oil Casks.

Tuesday April 6th 1886

this day begins with strong Southerly winds Laying

at Anchor at Talcahuano are employed in hoisting out fresh water from the Forehold and and putting it below deck.

Wednesday April 7th 1886

begins with light breeze from the South at Anchor at Talcahuano taking aboard Oil from Bk. Mrs. Knowles received aboard about 95 bbls. also received 32 Sacks Irish Potatoes.

Remarks on board Bk Lancer.

Thursday. April 8 1886.

this day begins with a light wind from the W. S.W. at Anchor at Talcahuano taking Oil on board from Bk Alice Knowles received & casks. so ends the day.

Friday April 9th 1886

this day begins with a fine breeze from the S.W. at Anchor at Talcahuano. employed in stowing the hold and getting ready for more oil.

Saturday 10th 1886

this day begins with strong easterly wind and foggy weather at Anchor at Talcahuano received the last of the Bk Alice Knowles Oil amounting to 8207 yds. barks numbering from 1 to 8 inclusive belonging to Bk Lancer. and from 8 to 33 inclusive belonging to Bk Alice Knowles. 1985 gallons Head Oil and 6295 bds.

Sunday April 11th 1886

Lying at anchor at Talcahuano with light breeze from the S.W. one watch ashore on liberty.

Monday April 12th 1886

Lying at Anchor at Talcahuano employed in stowing off the Main Hatch, with Oil and water.

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Tuesday April 13th 1886

Laying at Anchor at Talcahuano getting ready for here
received a lighter load of Fresh water and some small
stores Received Frank Gill William, Johns, William
Kelly and board at 11^{am} reported for duty.

Wednesday April 14th 1886

Laying at Anchor at Talcahuano getting ready
for Sea at 11am the Steward and Maguel Antonio
came aboard for duty at 12^{pm} Francis Oliver, Charles Varn
Charles Samuel, John Francis Frank Gomez
Samuel Sylvia Frank Garcia received on board Sugar
Rice and small stores

Thursday April 15th 1886.

Laying at Anchor at Talcahuano employed in shelling
casks and stowing of the Ship and are waiting for men.
Received on board two Men by Name, Manuel
Torres & Jose Brown, received on board Cabbages & Onions
and some Nuts at 5^{pm} the third Mate came on board
Frederick Blauvelt.

Friday April 16th 1886

this day begins with calm Foggy Weather at daylight -
have on to about 10 fathoms of Chain and closed
the topsails and Topgallant sails at 11^{am} the
Capt. came aboard ready for Sea this ends
Curt's acct. this day containing 68 1/2 hours

Remarks on board the Schooner.

Saturday April 17th 1886 Sea acct.

The 1st part of these 24 hours begins with calms and light breezes from the S. at 2^{pm} weighed our Anchors for home. at 7^{pm} the Island of Luperón bearing S. E. $\frac{1}{2}$ E about 8 Miles distant - the log by the Wind on the Port tack heading W. by N. at sunset took our Anchors on our bow. Middle and latter part light breeze from the South Ship under All Sail at daylight went the Cables and washed ship. Log 38.30 Leon 74.04

Sunday April 18th 1886

The 1st part of these 24 hours light Southerly Wind bk. by the Wind on the Port tack heading W. by S. one sail or sight employed in rigging the boats. middle and latter part - calms and light S.W. winds at daylight wore ship heading S. E. two sails in sight - Log 38.44 Leon 74.46

Monday April 19th 1886

this 24 hours begins with light S.W. wind bk. by the wind on the S. tack heading S. E. under all sail at 1^{pm} wore ship S.W. at daylight heading N. S. W. wore off Fore topmast stay sail. down haul and Fore topmast gunthines and one sprinker guy. three sails in sight. Log 38.38 Leon 75.70

Tuesday April 20th 1886.

the 1st part of these 24 hours begins with a strong breeze from the Southward by the Wind on the Port-tack heading S. by W. employed in ship's duties generally. ran off new Sparker guys and Tangs. saw one finback and one Sail under all Sail middle and latter part light breeze from the same quarter under
 Mount of Gallentail courses & Jib. Log 37.09
 Lon. 77.40

Wednesday April 21st

this day begins with light breezes from the S. at $\frac{1}{2}$ part one part set by Jib at 2^{pm} set Line to Gallentail sail and muzzers to most of sail ran off New Mary huntlin middle and latter part winds the same one Sail in night under all sail Log 37.15

Thursday April 22nd 1886

Lon. 79.32

the 1st part of these 24 hours begins with light breezes from the S.S.E. the back by the wind on the Port tack under all Sail at $\frac{1}{2}$ part - one wind hauled and one ship heading S. E by E. one Sail in night middle and latter part wind still from the S.S.W. heading S. E by S. under all sail saw several schools of Grampuses.

Log 38.22 South
 Lon 78-16 West

Remarks on board B^k. Leonce.
Friday. April 23rd 1886.

the first part of these 24 hours begins with light breeze from the S.W. bk by the Wind on the Starboard tack heading S. by S. $\frac{1}{2}$ S. under Main top gallant sail Fly-gib and courses. at 6 pm set Fore top gallant sail and Mizzen top mast & cysail. middle and latter part light breezes and calms at 9 am und hauled S.O. more ship one sail in sight.

Leat 37. 26
Lon 77 57

Saturday April 24th 1886.

the 1st part of these 24 hours begins with calm weather bk under all sail heading all ways. middle and latter part at 7 pm a light breeze from the N.E. slightly steering S by W. under all sail.

Leat 30. 03 South
Lon: no observation

Sunday April 25th 1886

the 1st part of these 24 hours begins with a light breeze from the N. with cloudy Weather Steering S by W. under all sail at 11 pm the Wind hauled to the N.W. at 4 am und hauled S. S.W. bk by the und on the Starboard tack one sail and several gunboats in sight

Leat 42. 13 South
Lon 79-18 West

Remarks on board, bk. Lancer.

Monday April 26th 1886

the 1st part of these 24 hours begins with a light breeze from the S.W. at 2^{pm} wind hauled to the Westward steering S by West - under all Sail saw one sail and several fish backs Middle and latter part at 9^{am} wind light and hauled to the S. with thick foggy Weather ~~at~~ pumped ship as usual and got the usual number of strokes. Thus ends this day.

Leat - 43.29^{S.}
Leat 80.14^{W. 1/2}

Tuesday April 27th 1886

the 1st part of these 24 hours begins with light breeze from the S. bk by the wind on the S. tack heading E.S.E. at 1/2 past 5^{pm} tacked ship heading S.W. by S with thick foggy Weather at sunset the usual number of strokes of the pumps. middle and latter part at 4^{am} wind hauled to E.S.E. steering S by E at 9^{am} wind N.E. ship under all Sail steering S by E.

Leat 44.39
Leat 80.10

Remarks on board Bk. Loances.

Wednesday April 28th 1886.

the 7th part of these 24 hours begins with a light breeze from the N. steering S. by E. at 2^{pm} kept off S. S. E. under all sail broke out the Slop Cask. employed in ships duties generally usual number of strokes at the pump. middle and latter part - light winds and thick foggy weather steering the same course. no obs.

Thursday April 29th 1886

the 7th part of these 24 hours begins with a light breeze from the N. N. W. steering S. S. E. at 5^{pm} Wind hauled to the S. S. W. by the wind on the Stack heading S. E. by S. under all Sail. middle and latter part - at 2^{pm} wind hauled more to the E. steered at 7^{am} wind N. at 8^{am} the goose-neck in the Spanker boom broke off. making another one. thus ends this day.

Friday April 30th 1886

no observations
this day begins with fine Northerly winds and thick weather steering S. E. by S. under all Sail rigged the Spanker down and took in the Cutting Stage one Sail in night. middle and latter part. at 9^{am} wind hauled to S. S. W. by E. in various tacks at daylight. saw one Sail employed in breaking out. pumps well attended.

thus ends this day

Logd. 50.42 South
Le on. 79.34 West

Remarks on board the Lancer on
Saturday May 1st 1886.

the 1st part of this day begins with strong S.W. wind
at 2nd part one took in Foretopgallsail and Flyjib
at 2nd part took in the Main at 4^{pm} took in the Fore
Topsail and Reefed the Main by the wind on the
Starboard heading S.E. by E. at 7^{pm} wore ship and
furled the jib. middle and latter part. at 4^{pm}
wind changed to N.W. steering S.E. under all
Sail at 11^{am} took in the Foretopgallentailsail, thus ends

Leat-57.41
Leat 79.79

Sunday May 2nd 1886

the 1st part of these 24 hours begins with strong N.W.
wind steering S.E. at 2nd part six took in the Main
topgallsail Upper Foretopsail and Main sail at 4^{pm}
pumped ship as usual and got the usual number of
strokes Middle and latter part. at 11^{am} luffed to
the wind on the Starboard tack at 7^{am} kept off
S.E. by E. under Foretopgallentailsail and lower main
topsail at 2nd part 11^{am} took in Foretopgallentailsail and
pumped ship

no obs.
no Observations

the Passage Home.

Monday May 3rd 1886.

this day begins with a gale from the N.W. steering
S.O. by E. at 2^{pm} took in the Foretopsal and Fore
Sail at 4^{pm} - 6^{pm} took in the Lower Foretopsal
and luffed to on the Starboard Tack. at 8^{pm}.
Gosselinged the Main topsail blowing very heavy.
at 10^{pm} blowed away the Foretopmast staysail it blowing
almost a Hurricane at 9^{am} began to make more
Water had to pump most all of the time.

Logt 34.24

Tuesday May 4th 1886

Logt 76.46

this day begins with very heavy N.W. Gale the ship
by the wind on the Starboard Tack under Lower Main tops
Sail found the leak in the Ship leaking about
2400 strokes in 2 hours. at sunset more Moderate.
middle and latter part - at eleven pm kept off steering
S.O. by E. $\frac{1}{2}$ E. in the Morning. broke out new Fore
Topsail staysail and bent it and rove off new sheets
at 11^{am} set the Fore topgallant Sail

no Observations

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Remarks on board Bk Lancer.

Wednesday May 5th 1886.

the 1st part of these 24 hours begins with light N.
Wind and calms. bk under all Sail steering S. by E. by
E. made new Gripe for the S. Boat - pumps well
attended. middle and latter part, calms and light S.
and at 9 am wind hauled to N. and then to N. bk.
under all Sail steering S. by E. by E. Lat-55-32^S
Lon 75-33

Thursday May 6th 1886

the 1st part of these 24 hours begins with light.
Westerly runs ship steering E. by S. under all Sail
at two pm took in the left topsail. Gibe and stay
Sails. at 4 pm wind hauled to the N. W. at 9 am hauled
to the S. W. steering E. at 11 am raised a Sail on
our port bow - bound to the Westward Lat-57-03

Friday May 7th 1886.

Lon 77-38.

the 1st part of these 24 hours begins with fine S. W.
and ship under Main top gill on to sail steering E. by N.
pumps well attended one Sail in sight. middle and
latter part, light breeze from the N. W. steering E. N. E.
at 9 am kept her N. E. by E. pumps well attended

Lat 57-12 South
no Lon.

on the Passage Home

Saturday May 8th 1886

the 1st part of this 24 hours begins with light N.W. winds with occasional snow squalls at 2 pm wind hauled to the N.E. and began to blow quite strong took in from top gallant sails down to two lower topsails and storm staysails. one sail in sight - middle end letter port - at 11⁴⁰ took in the Foretopail bk by the wind on the Port tack heading E by S. no observation

Sunday May 9th 1886

the 1st part of these 24 hours begins with thick heavy weather wind from the N.E. bk by the wind on the Port tack at 2 pm the wind hauled to N.W. with very heavy sea at 5 pm set the Lower Fore topsail it being up quite strong. pump well attended at 8 pm took in the Fore topsail and luffed to on the Port tack at 2⁰⁰ raised a light on our Port beam ran the bark off and saw it no more at daylight. run & hauled to the N.W. and died out - some set foretopail and later set both upper topsails and courses fore and spanker. saw several Sunbacks Porpoises and Square headed Grampuses.

Lat 57.30⁰

Lon 64.48

Remarks on board the Lancer

Monday May 10th 1886

the 1st part of these 24 hours begins with light breeze and thick nasty weather at two pm the wind changed to N.W. at three pm more ship heading N by E at 4 pm set Main top gall. and Sail and Fly jib. middle and latter part fine breeze bk under all Sail steering the same at daylight. Raised a sail on our port beam steering same as we are, saw several schools of Porpoises and Grampuses.

no Obs.

Tuesday May 11th 1886.

no Obs.

the 1st part of these 24 hours begins with calm thick weather and heavy swell at 4 pm wind breezed up from the N.W. bk by the wind on the port tack heading N.E. after supper took in the Fore top gallant sail, Fly jib & Mizzen top mast stay sail middle and latter part at 8 1/2 took in the Main top gallant sail and at 9 took in both upper topsails and at 2 took in the Fore sail at 4 am set Fore sail upper topsails and jib at 8 set Main top gallant sail. at 8 set Fore sail saw several schools of Porpoises made new Fly jib Pennant.

no Obs.

no Obs.

on the Passage Home.

Wednesday May 12th 1886

the 1st part of these 24 hours begins with calm thick foggy weather. at 2 am the wind brized up from the S.W. bk under all sail steering N.E. by N. pumps well attended middle and latter part - strong breeze at daylight - heavy Sea - running at 8^{pm} a sea struck the S. boat - and broke one gunwale in two places, and stove her very bad in several other places - a few minutes after that the Waist - boats forward beam - carried away - lashed her up securely. Lat 54.20 S

Thursday May 13th 1886

Lat 58.06. N.

the 1st part of these 24 hours begins with light breeze from the S.W. with very heavy Sea bk steering N. by E. under Main top gallant sail at 4 am wind hauled to E.N.E. after supper hauled to N.E. at 7 o'clock wore Ship heading S. by E. under whole topsails and Foresail middle and latter part at 9^{am} took in the upper Top Sails and at 3^{pm} the Foresail after breakfast took in the Foretop sail at 10^{pm} began to moderate at 11^{pm} wind hauled to N.W. at 12th set the Foretop sail pumps well attended.

no Obs.
no Obs.

Remarks on board Bark.

Friday May 14th ad. 1886

the 1st part of these 24 hours begins with moderate breeze from the N.W. bk by the wind under lower Topsails on the Port tack at 2 am set the Fore Sail at 4 pm wind hauled to S.W. and began to blow quite strong bk steering N.E. at 1/2 past 7 took in the Fore topsail and luffed to the wind on the Port tack heading N.W. middle and latter part bk. by the wind on the Port tack under Lower Mainsail at quarter to 12 set the lower Fore topsail and kept the bk. of N. Logd 53.08⁰⁰
Seen 55.55

Saturday May 15th 1886

the 1st part of these 24 hours begins with strong S.W. wind bk under lower topsails steering N. at 1 am set Foresail and Mainsail at 4 am kept off N by E. and set Main top gallantsail and after supper set Fore topsail and top gallantsail middle and latter part fine breeze from the N.W. bk by the wind on the S. tack heading N.W. after breakfast set up the Brasprit Gyps parted the Seamy and then put in a new one.

Lat 50.38 S
no. Lon. - - -

25
91
Scurer on the Passage Home.

Sunday May 16th 1886.

The 1st part of these 24 hours begins with fine breeze from the N.W. with thick fog. bk by the wind on the S. tack heading N.N.E. at 2 pm took in the 3rd topgallantsail Seft-topsail. and Muzzys topmast staysail middle and latter part strong breeze at 2 pm took in the Main topgallantsail jib and Main sail after breakfast took in the Main topsail steering N.E. by N. with very heavy Sea. Lat. 49 01 S
Lon. 50 24 west

Monday May 17th 1886.

The 1st part of these 24 hours begins with strong N.W. wind bk by the wind on the port tack heading N.E. by N. under Lower Topsails and Fousail at 2 pm took in the Foresail and at 3 took in the Fore topsail it blowing a Gale with heavy Sea running pump well attended middle and latter part. Blowing a gale from the N.W. at 11 pm set Fore topsail and Foresail steering N.E. by N.

Lat. 48 48
Lon. 49 02.

Remarks on board B^k Lancer.

Tuesday May. 18th 1886

the 1st part of these 24 hours begins with moderate breeze from the N.W. by the wind steering

N.E. by N. under Secours topsails and foresail gradually made Sail until we had Main top gallant sail and courses at 1 past 4 am a heavy squall struck us and throwed her down lee Rail under water let go every thing and carried away the Fly jib blowed it all to Ribbons after took in down to Lower Main top sail after supper wind hauled to the S.W. with squalls by steering N.E. middle and latter part, also carried away a piece of the Starboard head Rail - middle and latter part, blowing strong from the S.W. steering N.N.E. under lower Main top sail at 1 past 8 pm. blowed so hard had to luff to luffed to on the Port Tack heading N.N.W. blowing hard with very heavy squalls and fearful Sea running. Pumps well attended

Log - 47.04

Levee 46.55

on the Passage Home.

Wednesday May 19th 1888

the 1st part of these 24 hours begins with a gale from the S.W. with heavy squalls of Rain and Hail by the Wind on the Port-Tack heading N.N.W. under seven Mainsails at 1/2 past 5^{am} kept off N.N.E. and set Lower Foretopsail. middle and latter part: as the wind died out made more Sail at day light under Mainsails and topsails at 8^{pm} wind hauled to the N. orward by the wind on the Starboard heading N.W. by W.

no Observations

Thursday May 20th 1888

the 1st part of these 24 hours begins with light breeze from the N.N.E. by the Wind heading N.W. at 1.30 pm more Ship heading N.E. by E. on the Port-tack at 3³⁰ pm took in the Mainsails and topsails middle and latter part at 1 pm took in the upper Foretopsail at day light thick and foggy.

Lat 45.24 South
Long 44.22 W.

28
18
Remarks on board Bk.
Friday May 21st 1886.

the 1st part of these 24 hours begins with thick foggy weather with N. Wind bk by the wind on the Port Tack heading N. by E. at 2.30 am wind hauled to N.W. steering N.N.E. at 3.30 am wind hauled a little more aft still thick and foggy set the Lower Upper Fore topsail. middle and latter part. at 8 am set Main top galant sail and gradually made Sail untill 8 pm set all Sail bent new Fly jib employed in ships duty generally. thus ends this day.

Lat 43 69^S
Lon. 43. 01. ^{W.}

Saturday May 22nd 1886.

the 1st part of these 24 hours begins with light breeze from the N.W. bk by the wind on the Port Tack. heading N.N.E. under all Sail middle and latter part thick and foggy. at 2 pm wind hauled to N.E. more. Ship heading N.N.W. at 10.45 pm. Were Ship heading E.N.E. at 11 pm took Fore top galant Sail Fly jib M. upper topmast stay sail and Gaff-Topsail

no. Obs.
no. Obs.

Lancey on the Passage Home.

Sunday May 23rd 1886

the 1st part of these 24 hours begins with light breeze from the N. with thick drizzly foggy weather bk by the wind on the Port-tack heading E.N.E. at 5³⁰ ^{pm} wind hauled to the N.W. bk under whole Main topsail lower Fore topsail. middle and latter part at 9³⁰ wind hauled aft a little and gradually made Sail at 7^{pm} had Main topgallant set wind S.S.W. at 8^{pm} kept of N. and set fore topsail and Topgallant Sail. no Obs. no Obs.

Monday May 24th 1886

the 1st part of these 24 hours begins with light S. wind and thick weather at 3^{am} wind hauled to the S.E. Bk steering N.W. under Fore and Main topgallant sails at 5^{am} took in the Fore topgallant sail middle and latter part at 8^{am} took in Fly jib and Main topsail at 9³⁰ ^{am} took in jib and Upper Fore topsail at 2^{pm} took Main topsail and Foresail it blowing very hard at 3^{pm} wind hauled to the N. under ship heading E.N.E. at 8^{pm} set Upper Main topsail later set Fore topsail and Main sail and Spanker. thus ends the day.

Logt 40 33 South
Lea 40.42 West

Remarks on board Bk.

Tuesday May 25th 1888.

the 1st part of these 24 hours begins with strong N. wind and heavy Sea. Bk. by the wind on the Port tack under whole Topsail Courses ~~gibed~~ and Spanker. at 5-30 am. took in the Main-sail and Upper Fore-Topsail at 6^{am} a heavy squall came down took in Upper Main-Topsail Gib and spanker and hauled up the Foresail and set the Try-sail middle and Leatter part. Bk. by the wind on the Port Tack at 4-13 took in the Fore-Topsail at daylight blowing a Gale from the N.W. at 7³⁰ pm shipped a heavy Sea. a great deal of Water coming down the Cabin and had to cut a hole in the Bullwarks to let of the Water also stove the Starboard Boat broke one Gunwale and stove her otherwise quite badly at 10 pm shipped a sea on our quarter and carried away the Starboard boat crane. at 11⁴⁰ pm blowing very hard and a very Terrible Sea running carried away a piece of our fore-head rail tried Oil in a Sack to keep the Sea from breaking over with out Success.

no Obs.
No Obs.

31

Logbook of New Bedford on the Passage Home
Wednesday May 26th 1888.

The 1st part of these 24 hours begins with a very heavy
Gale from the N.W. by the wind on the Port-Tack
heading N.N.E. under Lower Main topsail and Foretop
arrestersail at 2³⁰ am a man came aft and said
the Forecabin was full of smoke I immediately made
a thorough search, concluded it came from the stove
in the cabin at 4^{am} began to moderate a little at 6^{am}
not much wind but very heavy Sea, running at
12³⁰ pm kept off N.N.E. set Lower Foretop sail at
4^{pm} set Foresail and gradually made more sail
until 11³⁰ pm had Main top gallant sail and courses.
Lat 39. 12 South

Thursday May 27th 1888 Lat 38-50 West
the 1st part of these 24 hours begins with strong N.W.
wind B^l steering N.N.E. under Main top gallant sail and
Courses. at 6³⁰ am wind hauled aft a little middle and
haul at 11^{am} wind hauled to the S.W. at 9^{pm}
set Fore top gallant sail and Fly jib this ends
this day.
Lat 36 43. South
Lon. 37 37 West.

Remarks on board B^k.
Friday May 28th 1880

the 1st part of these 24 hours begins with fine S.W.
wind B^k steering N.E. under both Topgallant sails
at 4^{am} and hauled to the N. by the wind on the
Port tack and gradually dying out middle.
and latter part at 7³⁰ am took in Fore top gallant
at 8^{am} took in Main top gallant sail and Fly Gib at 2^{pm}
the Main sail at 7^{am} and hauled N.N.W. at 8^{pm}
B^k under Foresail Gib. whole Top sails and Spanker.

Lat-34-20^S

Saturday May 29th 1880

Lon. 38-02^W

the 1st part of these 24 hours begins with a strong W.N.W.
wind B^k steering N.E. by N. under whole Top sails Foresail
Gib. and Spanker. pumps well attended middle and
latter part at 8^{pm} set Fore top gallant sail and
Fly Gib. at 9^{pm} set Main sail employed in breaking
out provisions and ships duties generally pumps
well attended.

Lat. 31.40 S.
Lon. 34.10 W.

Seances on the Passage Home.

Sunday May 30th 1886.

the 1st part of these 24 hours begins with fine S.W. wind B³ steering N.E. by N. under all Sail middle and latter part. B³ under all Sail steering N.E. by N.

Leat 30-74 South

Monday May 31st 1886. Leat 33-77 West

the 1st part of these 24 hours begins with a light S.W. breeze B³ steering N.E. by N. under Fore and Main top gale sails and courses. Middle and latter part at 8 pm set Gaff-top sail and Mizzen-top masts aloft and at 11 pm saw a large School of Fin Backs.

Leat 28-42 South

Leat 32-29 West

Remarks on board B^k. Lancer.

Tuesday June 7th 1886.

the 7th part of these 24 hours begins with light S.W. breezes at 4 pm set up the Main Royal yard and Sail also sent down the old Fore top gallant sail and bent a new one employed in breaking out water and mending the Starboard boat middle and latter part at 2 pm wind hauled to the N.W. Bk by the wind on the Starboard tack at 7 pm tacked Ship heading various courses from E to E.S.E. employed in fitting up the Rigging and fixing the S. Boat. Spent

Wednesday June 8th 1886.

the 8th part of these 24 hours begins with fine breeze from the N.W. Bk by the wind on the Port tack under Fore and Main top gallant sail and courses saw several schools of Finbacks. pumps well attended middle and latter part at 5.30 pm took in Main top Gallant sail & Fly jib employed in fitting up the Rigging one Sail in sight saw several. Pumpers

Spent 28.005

Lon. 30.09 W

on the Passage Home.

Thursday June 3rd 1886

this 24 begins with strong N. Wind bk by the wind
on the Port-tack at 5:30 am set Main-top-gallant-sail
and Fly-jib. employed in fitting up the Rigging
and fitted the Mast-head Bearer. middle and
latter part at 7:20 pm Tacked Ship heading N.W.
by W. saw several Frenchbacks and several Sails

Lat. 27-38.5

Friday June 4th 1886 Lon. 29-38W

the 7th part of these 24 hours begins with fine N.
wind bk by the wind on the Starboard heading N.W.
by W. employed in fitting up the Rigging
and finished the Sheet-ble under Main-top-gallant
Sail and Courses. middle and latter part at 7:20
am wore Ship at 4:30 pm took in Main-top-gallant-
Sail and Fly-jib in a squall wind hauled to N.W.
west and gradually hauled until it got N.W.
at 8 pm set Main-top-gallant-sails & B.S. under Main-
top-gallant-sail and Courses steering N.W.
one Sail in sight

Lat 27-00.5

Lon. 28-57W

Remarks on board Bark.

Saturday June 5th 1886

the 7th part of these 24 hours begins with light breeze from the S.W. bark steering N by E. under 3 of gall and sail and courses at 3^{am} set. The Main, Royal, middle and latter part. at 11^{am} wind hauled to the S. employed in the rigging and making spungy arm two sail in sight. Lat 25.15 South

Sunday June 6th 1886

Lat 28.54 W
The 7th part of these 24 hours begins with fine light breeze Bth under all sail that will draw. steering N by E. pumps well attended. middle and latter part. at daylight wind hauled to the S.E. & the Spanker. several schools of Humpbacks and Finbacks in sight. Lat 22.54 South
Lon. 29-15 West

Lancer on the Passage Home

Monday June 8th 1886

the 1st part of these 24 hours begins with fine S.E. wind B. steering N by E. under all sail middle and latter part at 630 p.m. raised the Island of Trinidad three points on our weather bow hauled up for it an hour or so and kept off N by E. employed in fitting up the Rigging

Lat 20.13 South
Long 29.49 West

Tuesday June 8th 1886.

the 1st part of these 24 hours begins with light breeze from E. at 7 a.m. wind hauled to E.N.E. B. by the wind on the Starboard heading N middle and latter part by the wind on the Starboard Jackson

Lat 18.72 South

Wednesday June 9th 1886. Long 30.08 West

the 1st part of these 24 hours begins with light breeze from the E.N.E. steering N.E. employed in Tarring down Rigging, wet hold as usual. middle and latter part at 4 p.m. the Cook knocked of work on account of the Steward the Capt had to straighten them all employed in Tarring down Capt put in a piece of new bulwarks. thus ends Lat 16.41 South
Long 30.52 West

Remarks on board B^k.

Thursday June 10th 1888

the 1st part of these 24 hours begins with very light breeze from the N.E. by E. B^k by the wind on the S. tack heading N by W under all sail. middle and latter part. employed in fitting up the Rigging and making Spungarn.

Leatt 15-20^S

Friday June 11th 1888 Leon. 32-08^W

the 1st part of these 24 hours begins with a fine light breeze varying from E.N.E. to N.N.E. B^k by the wind on the S tarboard tack heading. various courses at 6³⁰ am begin to get squally. middle and latter part at 8.30^{am} took in the Main Royal. at day light wind from the N by E.

Leatt 14-13^S

Saturday June 12th 1888

Leon. 32 55^W

the 1st part of these 24 hours begins with fine breeze from the N.N.E. at 12.30 am tacked Ship heading E. by N. employed in mending Main sail and mizzen Staysail. middle and latter part. at daylight sent down the Foresail mended it and hoist it. by the wind on the Port tack heading E. by N.

Leatt 14-00^S

Leon 31 55 West

37

Lancer on the Passage Home.

Sunday June 13th 1888

the 1st part of these 24 hours begins with light breeze from the N.W. bk by the wind on the Port tack at 12 30^{am} wore Ship at 2.30^{am} and hauled to N.N.W. tacked Ship heading N.E. wet hold as usual. middle and latter part. at 9^{am} wind let her up so that we could steer N. by E. at 5^{pm} wind N.N.W. one Sail in sight.

Leatt 13-08 South
Leon 31-48 West-

Monday June 14th 1888.

the 1st part of these 24 hours begins with a fine breeze from the S.W. wind gradually hauling aft-Bk. under all Sail steering N. by E. 1/2 E at 2^{am} kept her N. by E. middle and latter part. at 9^{pm} passed by the Barkentine Chance employed in mending the gib.

Leatt 10-58 South
Leon 31-55 West

Tuesday June 15th 1888

the 1st part of these 24 hours begins with fine S. wind bk steering N. by E. under all Sail several Sails in sight saw one far back. middle and latter part wind the same. finished mending the ruzen st agoail and bent it wet hold. and cleared up decks.

Leatt 9-08 S.
Leon 32-07 W.

Remarks on board B^k.Wednesday June 16th 1886

the 1st part of these 24 hours begins with light
 S wind B^k under all Sail steering N by E. at
 2⁰⁰ steering N by E & E. employed in knocking down
 racks and making shocks. put the Coals and
 hoppers down below middle and latter part
 employed in painting Masts and Cross trees
 one Sail in sight. Lat 7-02 S.

Thursday June 17th 1886 Lon. 32-08 W.

the 1st part of these 24 hours begins with fine S.
 winds steering N by E. & E. under all Sail middle
 and latter part. at 3¹⁵ came down squally. and
 rainy. two Sails in sight. Lat 4-37 S

Lon. 32. 35 W

Friday June 18th 1886

the 1st part of these 24 hours begins with squally.
 weather wind from the S. E. to S. at 2.30 raised the Is
 and of Ferdinand de Noronha. at 7⁰⁰ land bears E by
 S distant about 30 Miles middle and latter part - fine
 breeze from the E. N. E. at 9⁰⁰ took in main Royal. emp-
 -loyed in painting the Cabins and cleaning and
 varnishing the dead eyes thus ends this day.

Lat 2-10 S

Lon. 33-17 W.

41
Lancer on the Passage Home.

Saturday June 19th. 1886

the 1st part of these 24 hours begins with light breeze from the E.N.E. bk by the wind on the Stack under everything but the Royal. middle and latter part. at 3^{pm}. wind let her up so that - we could alter N. by E. at 10^{am} set the Main Royal. thus end.

Lat 37. miles South
Long 33.43 West

Sunday June 20. 1886.

the 1st part of these 24 hours begins with fine light S.E. breeze bk under all Sail steering N. by E. wet-hold. middle and latter part. wind the same. and under all Sail

Lat 7-40 North
Long 34-09 West

Monday June 21st. 1886

the 1st part of these 24 hours begins with fine S.E. breeze Bk. under all Sail steering N. by E. at 4^{am} kept her N. middle and latter part. at 6^{pm} commenced to wash ship ready for painting Bk under all Sail steering N.

Lat 3-54 N.
Long 34.50 W.

Remarks on board Bk.

Tuesday June 22nd 1886

the 1st part of these 24 hours begins with light S. O. breeze Bk. steering N. under all Sail middle and latter part at 9^{pm} steering N by W. employed in washing Ship

Leaft 5-03
Loon. 35-16.

Wednesday June 23rd

this day begins with light S. S. O. air at 4^{am} hauled to the S. S. O. steering N. N. W. saw a school of Blackfish also caught a Porpoise middle and latter part at 2.20 pm. squally. took in Royal. and clewed up all of the light. Sails and hauled to the N. W. no ship and at 9 pm steered her course at 10 set in to rain

no Obs.
no Obs.

Thursday June 24th 1886.

the 1st part of these 24 hours begins with Rainy squall by weather and variable winds Bk steering N. N. W. at 3³⁰ am took in Main Royal. and clewed up Fore top gallant sail at 4^{am}. furled gaff Top sail and mizzen top mast stay Sail middle and latter part at day light raised a Sail on our Starboard beam under short Sail supposed to be a Whaler.

Leaft 6-34 N
Loon. 35-56 W.

Lancer in the Passage Home.

Friday June 25th 1886

the 1st part of these 24 hours begins with a calm one
Sail is sight. middle and latter part - at 7^{am} breezed
up from the N. by E. bk by the wind on the S tack under all
Sail employed in painting Ship inside. Lat^d 6-50 N.
no Leon.

Saturday June 26th 1886.

the 1st part of these 24 hours begins with light and
variable Wind bk by the wind on both tacks at 4^{am}
had a squall and the wind hauled to the N.W.
Bk by the wind on the S tack heading N.W. by N.
middle and latter part, employed in painting.
Ship inside. not hold as usual. Lat^d 7-18 N.
Leon 37-72 W.

Sunday June 27th 1886

the 1st part of these 24 hours begins with light
N.W. winds bk by the wind on the S. tack
heading N.W. by N. middle and latter part
light N.W. winds this ends this day.

Lat^d 8-25 North
Lon 38-35 West

Remarks. on board B^k Lancer.

Monday June 28th 1886

the 1st part of these 24 hours begins with a light
air from the N.E. steering N.W. by N. under all Sail
middle and latter part, employed in painting Ship
2nd coat inside
Leatt 9-40 North
Leam. 39-4'4 W.

Tuesday June 29th 1886

the 1st part of these 24 hours begins with
light N.E. breeze B^k steering N.W. by N. middle
and latter part, at 2 pm wind freshened up strong
from the N.E. by N. bk by the wind on the S. Tack
at 6 pm. parted the Foretop gallant Brace
took in both Topgallantsails and Fly jib at
9 pm set Main top gallant sail at 10³⁰ pm set Fly
jib and Fore top gallant sail
Leatt 10-45 South
Leam. 41 30 West

Wednesday June 30th 1886

this day begins with fine breeze from the N.E. bk by
the wind on the S tack under Topgallentails and
courses steering N.W. by N. middle and latter part
at 2³⁰ pm took in Foretopgallant sail and Muzzes
top mast staysail set hold as usual
Leatt 1244 North
Leam. 43 55 West

Capt Lewis on the Passage Home.

Thursday July 1st 1886.

the 1st part of these 24 hours begins with fine breeze from the N.E. steering N.W. by W. at 2.30 luffed to a point middle and latter part at 6.30 pm set up the fore topmast and topgallant and Royal back stays thus ends. Lat 44-58 North

Friday July 2nd 1886

Lon. 45-58 West

the 1st part of these 24 hours begins with fine N.E. wind Bth steering N.W. by N $\frac{1}{2}$ N. at 3.30 set Fly jib and at 6 am the Fore topgallant sail middle and latter part at 4.30 pm took in Fly jib and Fore topgallant sail at 6.20 took them in again at 9 pm set them again on sail in night. Lat 47.29 North

Saturday July 3rd 1886

Lon 48.06 West

the 1st part of these 24 hours begins with a fine breeze from the N.E. steering N.W. by N $\frac{1}{2}$ N. at 2 am kept off N.W. $\frac{1}{2}$ N. middle and latter part employed in painting blue work at 11.30 pm set mizen topmast staysail and Main royal thus ends. Lat 49-28 North

Lon 50-32 West

Remarks on-board Bark.

Sunday July 4th 1886.

the 1st part of these 24 hours begins with light-
N.E. winds B^o under all sail steering N.W. by W.

unbent the Mainstay sail middle and latter
part. light- N.E. winds

Lat 21° 05 North
Long 52° 44 West

Monday July 5th 1886

the 1st part of these 24 hours begins with very light-
N.E. winds at 2 pm steering N.W. under all sail one
Sail in sight. middle and latter part light air
from the E.N.E. one Sail in sight.

Lat 21° 59 N
Long 54° 17 W

Tuesday July 6th 1886.

the 1st part of these 24 hours begins with light air
from the E.N.E. bk under all sail steering N.W.
at 2:30 steering N.W. by N. middle and latter part
steering N.W. light air with showers

Lat 22° 19 N
Long 54° 58 W

48
Lancer on the Passage Home

Wednesday July 7th 1886

the 1st part of these 24 hours begins with calms and light air from the Southward B^l steering N.W. under all Sail out hold as usual. middle and latter part Calms and squalls with variable winds

Lat 23 17 North

Thursday July 8th 1886

Long 55.50 West

the 1st part of these 24 hours begins with calms and squally weather with variable winds middle and latter part at 4 pm a fine breeze sprang up from the S.E. steering N.W. 1/2 W. two Sails in sight

Lat 23 57

Long 57.01

Friday July 9th 1886

the 1st part of these 24 hours begins with fine S.E. breeze steering N.W. 1/2 W. at 6 am wind hauled E. steering N.W. 1/2 West middle and latter part employed in trucking out provisions and Water and scraping Oars and Masts.

Lat 25-08 N.

Long 59-11 West

Remarks on board Bk.

Saturday July 10th 1886

the 1st part of these 24 hours begins with fine C.S.C. breeze steering N.W. $\frac{1}{2}$ W. under all sail middle and latter part. at 430 pm came on squally and calm at 629. breeze up again.

Lealt 28-17 North

Sunday July 11th 1886.

Leon. 61-06. West

the 1st part of these 24 hours begins with light breezes from the S.E. under all sail at 2am act-hold as usual. middle and latter part light air

Lealt 27-09. North

Leon 62-36 West

Monday July 12th 1886.

the 1st part of these 24 hours begins with light air from the S.E.C. at 2am kept her N.W. middle and latter part light S. air at 11am wind hauled to the S.W. one sail in sight on our lee quarter

Lealt 28-17 N.

Leon. 64-10 N

50
Lancer, on the passage Home.

Tuesday July 13th 1886.

the 1st part of these 24 hours begins with light breeze from the S. by under Main royal steering N.W. middle and latter part employed in dashing the Forecastle end Steerage.

Left 29-07 North
Lon. 65-20 West

Wednesday July 14th 1886.

The 1st part of these 24 hours begins with light air from the S by S. B. steering N.W. at 2 am steering N.W. by N. one Sail in sight middle and latter part light S.W. wind employed in ship's duties generally.

Left 30-02 North

Thursday July 15th 1886

Lon 66.14 West

the 1st part of these 24 hours begins with very light breeze from the S. by S. under all sail steering N.W. by N. at 2 3/4 am kept her N.W. middle and latter part. at 8 pm took in the S. Boat and put it over board and put away her craft. several Sails in sight.

Left 31-43 North

Lon 67.43 West

Remarks on board B^d Lancer
 Friday July 16th 1886.

the 1st part of these 24 hours begins with nice
 breeze from the E.S.E. at 2^{am} steering N.W.
 sent down the cutting pendants and stowed them
 away. middle and latter part fine breeze three
 sails in sight. Lat 33-34 N.

Saturday July 17th 1886 Lon. 69.05 W.
 the 1st part of these 24 hours begins with fine
 E.S.E. breeze at 2^{am} hauled up N.W. at 7^{am}
 left off N.W. & W. middle and latter part at 6³⁰ pm
 squally and raining at 9^{pm} wind hauled to the S.
 W. three sails in sight. Lat 35.20 N.

Sunday July 18th 1886 Lon. 69.41 W.
 the 1st part of these 24 hours begins with light
 breeze from W.S.W. B^k under all sail steering N.W.
 W & W. wet hold and washed off decks. middle
 and latter part, at 7^{pm} had a very heavy squall
 from the S.W. took in all but lower topsails at
 9^{pm} made sail until we had Main top & all other sail
 and courses. wind W.S.W. Lat by Obs. 37-14 N.
 Lon. " " 70-35 W.

on the passage Home.

Monday July 19th 1886

The 1st part of these 24 hours begins with a fine breeze from the N.W. bk under Manitogalank sail and courses steering N.W. by W. $\frac{1}{2}$ West - at 6^{am} had a heavy S.W. squall lasting about an hour at 4^{pm} A bark about a mile on our weather beam set the Spanish ensign and some other signals middle and latter part at 2^{pm} wind died away calm, at day light - began to tear down our try works at 8³⁰^{pm} raised a school of small sperm Whales hauled two boats at about 8:40 pm the L.B. struck one at 11:30 pm took him alongside and got dinner

Lat 38:24 N.

Tuesday July 20th 1886

Long 70-43 West

The 1st part of these 24 hours begins with the calm weather at about 1^{pm} began to breeze up from the West at 12:30 began to get up our cutting gear at about 3:30 had him in: at sunset had him cut up in horse pieces middle and latter part at 11^{am} the wind hauled N.W. bk by the wind on the Port tack at 11^{pm} wind hauled N.W. Menced our Blubber and put in: barks and stored between decks

Lat 39-29 N.

70-45 West.

Remarks on board B^k Lancer.Wednesday July 21st 1886.

the 1st part of these 24 hours begins with fine breeze from N.W. bark by the wind on the Port tack heading N.E. at 5.30 am passed a painted Port Ship a Whaler steering about S.E. one other Sail in sight middle and latter part - at 7.30 tacked Ship heading N.W. at 12 tacked at 5 am tacked heading N.W. and soon after the wind hauled to the N.E. at 9 pm wind E. steering N by W. & W. several Steamers and Schooners. at 11.45 began to rain

no obs.

no obs.

Thursday July 22nd 1886

the 1st part of these 24 hours begins with light E.S.E. breeze with cloudy weather bk steering N by W. & W. at 4 am Sounded and got 65 fathoms of Water and green muddy bottom at 4.30 am wind hauled E.N.E. with a fine breeze middle and latter part at 10.45 raised Block Island light at 10 pm raised Gay head at about 1.40 took a pilot aboard, thus ends.

on her passage Home.



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